

CLASSIFICATION CONFIDENTIAL/CONTROL - U.S. OFFICIALS OF  
CENTRAL INTELLIGENCE AGENCY REPORT NO.  
INFORMATION REPORT CD NO.

REPORT NO.  
CD NO.

COUNTRY      Germany (Russian Zone)

SUBJECT      Trial Run of the Coal-Dust  
              Burning Locomotive

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(LISTED BELOW)

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- 1 The Berlin Railroad Directorate sent the following teletype at 12:55 a.m.  
on 13 May 1950:

TO: Railroad Stations, Train Dispatch Offices, Railroad Repair Shops  
on the Halle-Berlin-Tempelhof Line.

By order of the Coal Dust Commission of the Directorate General, Railroads, trial runs with coal dust burning locomotive No. 58106A and briquette burning locomotive No 58444 will be conducted on the Halle-Wittenberg (K 53/Y 69) - Tempelhof line beginning 16 May. Comparable results will only be obtained if trains pulled by these locomotives represent a load of 1,200 tons both enroute and returning and if they run absolutely on schedule. The fuel required for the return trip will be carried in a special car. The trains will be accompanied by technical personnel of the Halle Railroad Directorate and the Halle Railroad Repair Shop, respectively. The trial runs will presumably be concluded about the beginning of June. All railroad offices concerned will be responsible for the trains running on time. \*

Comment. Since the Soviet 40ne Railroads have to rely almost exclusively on brown coal briquettes for firing of locomotives, they have been looking for other locomotive fuels which would eliminate the detrimental effects of brown coal. The possibility of firing coal dust, which was investigated as early as 1927/28, was again examined. Some special locomotives built in 1927 were reconditioned and used for test runs. They were fired with brown coal dust because this had proved its superiority over hard coal dust. The first test runs reportedly showed that these locomotives needed only half the amount of fuel consumed by the locomotives burning brown coal briquettes. The difficulties involved in general use of brown coal dust probably lie in the modification of locomotives and the setting up of coal crushing plants. The trial runs reported nevertheless indicate that the employment of locomotives burning coal dust is being seriously considered. For the time being there are few such locomotives available. (see Annex). From the technical press it was learned that a Bulgarian locomotive was converted to coal dust firing at the Stendal W. 53/Y 85) Railroad Repair Shop during the period from November 1949 to February 1950. It was returned to Bulgaria after its trial runs had been successful. See Annex for photograph of locomotive.

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